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OFFICIAL PROCEEDINGS
Meeting of September, 1918.

Volume XVII.
No. - - - 6

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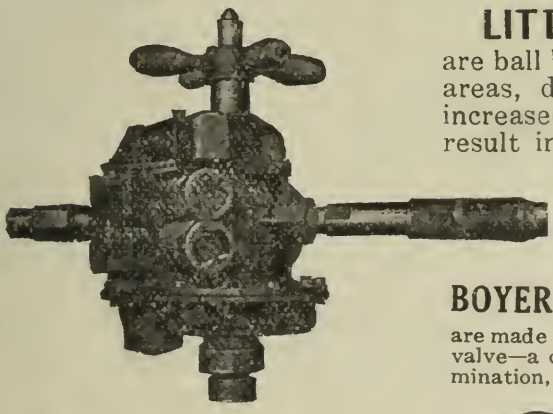

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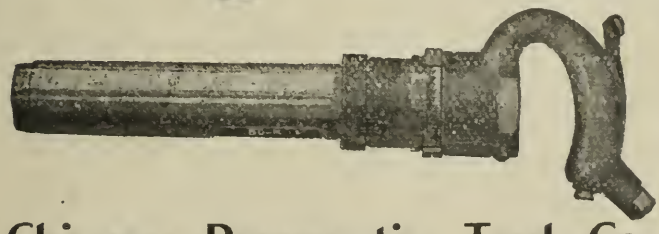

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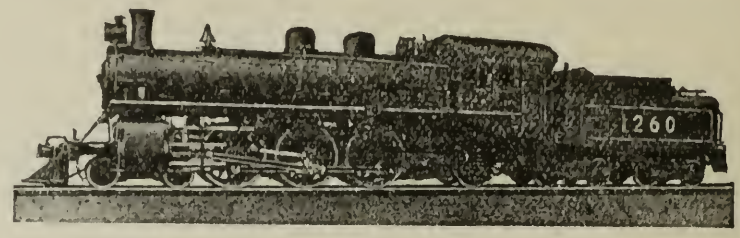

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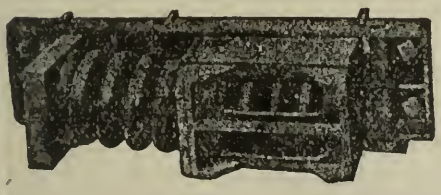

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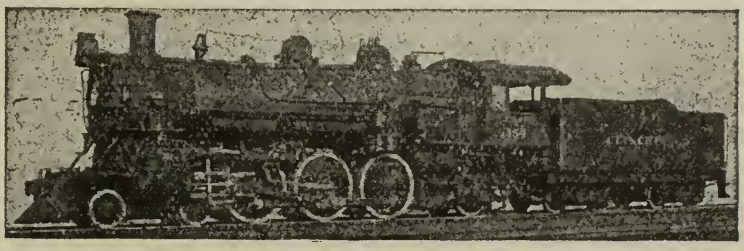

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PROCEEDINGS OF THE CANADIAN RAILWAY CLUB.

Windsor Hotel, Montreal,

September 10th, 1918.

Chairman (Mr. T. C. Hudson):

Will the members please come to order? The first order of business is the signing of the cards which have been left on the seats. Please do this so that we may have a correct record of the members who have attended the meeting, also of any visitors.Next is the reading of the minutes of previous meeting. As these have been printed and sent out to you in book form we will consider them as adopted. The next order of business is the remarks of the Chairman.

Under this heading I have not much to say to-night, except to inform those members who are not already aware of the fact, that the club has suffered a very severe loss in the death of our President, Mr. Van Buren. I am sure that all members present , or any absent and therefore not within the sound of my voice, will concur with me in expressing the deepest feeling of sympathy for the family of the late Mr. Van Buren, to his wife and his young daughters left behind; also the young man, his son, who has gone forth to fight for his flag and country. There is nothing I could say which would adequately express my own feelings. Mr. Van Buren for years has been a friend of mine. I have known him since he first came to this country and always found hom a gentleman, a splendid companion and friend. The members will be gratified to know that this Club was represented at the funeral of or late President by Mr. Smart and Mr. Winterrowd, also by several other members of the Club, who were personal friends of his. A beautiful wreath on behalf of the Club was sent by Mr. Winterrowd, and everything was done as far as possible to pay our last tribute of respect.

It is necessary to announce that there will be an election at our next meeting, after the recommendations of the Executive Committee are received, to fill the office of the President of this Club, made vacant through the death of the late Mr. Van Buren, and fill any other vacancy which may occur as a result of such election.

MEMBERS PRESENT.

J. Allan
J.R. Ayers
C. W. Barrett
W. A. Booth
W. Bourgeault
C. Brady
A. Bromley-Smith
W. E. Buckle
J. M. S. Carroll
M. E. Casey
W. T. Coleman
E. A. Cunningham
D. Desparats
Thomas Dick
C. J. Driscoll
J. M. Eakins
W. E. Evans
J. P. Ferguson
H. G. Griffin
A. J. Hills
W. H. Hobbs
T. C. Hudson
G. F. Hudson
W. C. Hunter
E. E. Lloyd
C. R. Keniston
J. M.Kerr
A. Lachance
Art. Lecavalier
O. J. Legere
G.E. A. Letourneau
Wm. Lister
R. L. D. Mackie
F. C. McCracken
E. S. M. Macnab
H. B. MacNeil
E. A. Nix
H. A. Pepler
A. Pope
Wm. Reid
A. Riddington
F. M. Rollo
Jas. H. Rodgers
Thos. Sleigh
B. F. Shortley
G. E. Smart
Wm. R. Spencer
E. B. Tilt
Chas. Tinkler
John E. Tinkler
L. A. Williams
Jas. Powell
and others.

Chairman:

The next order of business is the announcement of new members. Before the Secretary reads the list I would like to say that the friends of the late Mr. Van Buren have been working hard during the holidays and had a surprise for him to-night, as you will see by the list, which is the largest number of applications that ever has been presented to the Club at any one time, and the work of one member has been especially good—I refer to Mr. Nix.

Secretary:

Mr. President and members, it was a great surprise to me when Mr. Nix handed me all these application with a cheque to pay all the subscriptions. We certainly received a lot last season from one of our members on the Canadian Government Railways, who was doing missionary work, but I think Mr. Nix has exceeded by three times what was accomplished last year. To my knowledge there have never been so many applications come to us on a single night. Mr. Nix is personally responsible for 131. There are several other applications outside of these, which I will read first.

NEW MEMBERS.

A. W. Allard, Asst. Foreman, Car Dept., C. P. R., Angus Shops, Montreal.
J. Allard, Foreman, Brass Shop, C. P. R. Angus Shops, Montreal.
J. R. Ayers, Master Painter, C. P. R. Angus Shops, Montreal.
Geo. Badour, Asst. Foreman, Wood Frt., C. P. R. Angus Shops, Montreal.
D. Beaulieu, Asst. Foreman, C. P. R. Angus Shops, Montreal.
J. W. Bell. Supt. of Building, C. P. R. Windsor Station, Montreal.
Frank Bergen, 519 New Birks Building, Montreal.
Hormisdas Bergeron, C. P. R. Angus Shops, Montreal.
J. A. Biron, C. P. R. Angus Shops, Montreal.
M .Bourassa, Foreman, C. P. R. Angus Shops, Montreal.
Walter Bourgeault, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Joseph Bourgouin, Asst. Foreman, C. P. R. Angus Shops, Montreal.
J. Bratten, Foreman, C. P. R. Angus Shops, Montreal.
O. Brissette, Contract Foreman, C. P. R. Angus Chops, Monareal.
P. A. Brooks, Foreman, Electrical Dept., C. P. R. Angus Montreal.
A. J. Brown, Contract Foreman, C. P. R. Angus Shops, Montreal.
H. L. Brown, Asst. Foreman, C. P. R. Angus Shops, Montreal.
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A. Chabot, Foreman, C. P. R. Angus Shops, Montreal.
L. Chausse, Electrical Car Dept., C. P. R. Angus Shops, Montreal.
J. Clarke, Dyer, Angus Car Shops, Montreal.
J. E. Clarke, Locomotive Dept., Angus Shops, Montreal.
R. Clarke, Contract Foreman, C. P. R. Angus Shops, Montreal.
John Conroy, Chief Clerk, Loco. Shop, C. P. R. Angus Shops, Montreal.
W .H. Cook, Asst. Foreman, C. P. R. Angus Shops, Montreal.
E. Corbeil, Asst. Foreman, C. P. R. Angus Shops, Montreal.

Camille Cote, Asst. Foreman, C. P. R. Angus Shops, Montreal.

A. Couillard, Foreman, C. P. R. Angus Shops, Montreal.

Henri Couillard, Contract Foreman, C. P. R. Angus Shops, Montreal.

D. Crane, C. P. R. Angus Shops, Montreal.

A. E. Davies, C. P. R. Angus Shops, Montreal.

G. de Angelis, C. P. R. Angus Shops, Montreal.

G. Demers, Asst. Foreman, C. P. R. Angus Shops, Montreal.

W. Dunk, Car Inspector, C. P. R. Angus Shops, Montreal.

Arthur Duval, Asst, Foreman, C. P. R. Angus Shops, Montreal.

E. Eley, 4410 St. Catherine Street West, Montreal.

F. A. Elinquist, 116 West 32nd Street, New York.

George Farmer, Asst. Foreman, C. P. R. Angus Shops, Montreal.

William Farrell, Car Inspector, C. P. R. Angus Shops, Montreal.

T. W. Ferguson, Contract Foreman, C. P. R. Angus Shops, Montreal.

M. Ferrando, Asst. Foreman, C. P. R. Angus Shops, Montreal.

H. Florence, C. P. R. Angus Shops, Montreal.

H. C. Foster, Asst. Foreman, C. P. R. Angus Shops, Montreal.

John Foster, Box 71, Chambly Canton, P.Q.

H. Freedman, Contract Foreman, C. P. R. Angus Shops, Montreal.

Francis Gagnon, Contract Foreman, C. P. R. Angus Shops, Montreal.

Adelard Galarneau, Asst. Foreeman, C. P. R. Angus Shops, Montreal.

R. Galarneau, Asst. Foreman, C. P. R. Angus Shops, Montreal.

Sydney H. G. Gates, C. P. R. Angus Shops, Montreal.

F. J. Gibson, General Master Car Builder's Office, Wondsor Street Station, Montreal.

Phillippe Giriux, Asst. Foreman, C. P. R. Angus Shops, Montreal.

F. Goat, C. P. R. Angus Shops, Montreal.

Albert Goodey, Contract Foreman, C. P. R. Angus Shops, Montreal.

Daniel Graham, Foreman, C. P. R. Angus Shops, Montreal

Joseph Green, Foreman, C. P. R. Angus Shops, Montreal.
Donald A. Greenwood, C. P. R. Angus Shops, Montreal.
W. A. Gregory, C. P. R. Angus Shops, Montreal.
Luke Griffin, Asst. Foreman, C. P. R. Angus Shops, Montreal.
E. Grossin, Asst. Foreman, C. P. R. Angus Shops, Montreal.
W. C. Guthrie, Superintendent, C. P. R., Chapleau, Ont.
John Halliwell, Contract Foreman, C. P. R. Angus Shops, Montreal.
A. Harbec, Asst. Foreman, C. P. R. Angus Shops, Montreal.
S. J. Hungerford, Gen. Mgr., Can. Nor. Rly., (Eastern Lines), Toronto.
J. Issen, Contract Foreman, C. P. R. Angus Shops, Montreal.
H. Jeffries, Contract Foreman, C. P. R. Angus Shops, Montreal.
Wm. Jenkins, Asst. Foreman, C. P. R. Angus Shops, Montreal.
F. B. Johnson, Asst. Foreman, C. P. R. Angus Shops, Montreal.
George E. Jolivet, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Jos. Joly, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Alfred Kane, Asst. Foreman, C. P. R. Angus Shops, Montreal.
G. H. Kennedy, C. P. R. Angus Shops, Montreal.
J. C. Lacombe, Foreman. C. P. R. Angus Shops, Montreal.
H. S. Langlais, Foreman, C. P. R. Angus Shops, Montreal.
W. H. Langridge, Auditor of Stores, etc., C. P. R. Angus Shops, Montreal.
T. J. Lanno, Contract Foreman, C. P. R. Angus Shops, Montreal.
Adelard Laurendeau, C. P. R. Angus Shops, Montreal.
Wilfrid Leblanc, C. P. R. Angus Shops, Montreal.
C. Letendré, Contract Foreman, C. P. R. Angus Shops, Montreal.
T. A. Lewis, C. P. R. Angus Shops, Montreal.
R. P. Liddell, 302 Lagauchetiere Street West, Montreal.
Joseph Loyer, Asst. Foreman, C. P. R. Angus Shops, Montreal.
R. Mabley, Contract Foreman, C. P. R. Angus Shops, Montreal.
W. Mansell, Inspector of Police, C. P. R. Angus Shops, Montreal.
Alfred Marchand, Contract Foreman, C. P. R. Angus Shops, Montreal.

L. Marcil, C. P. R. Angus Shops, Montreal.
Joseph Martel, C. P. R. Angus Shops, Montreal.
Arthur Maynard, C. P. R. Angus Shops, Montreal.
Harold L. Mealor, Contract Foreman, C. P. R. Angus Shops, Montreal.
Wesley Miller, Asst. Foreman, C. P. R. Angus Shops, Mont-
J. P. Milord, Foreman, C. P. R. Angus Shops, Montreal.
W. Montgomery, Foreman, C. P. R. Angus Shops, Montreal.
Harold Moquin, Asst. Foreman, C. P. R. Angus Shops, Montreal.
M. J. Mulhally, Asst. Foreman, C. P. R. Angus Shops, Montreal.
M. Myers, C. P. R. Angus Shops, Montreal.
H. McAbby, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Maurice J. McShane, C. P. R. Angus Shops, Montreal.
Armand Neagle, C. P. R. Angus Shops, Montreal.
W. Nicholson, Foreman, C. P. R. Angus Shops, Montreal.
C. A. Odell, Room 309, C. P. R. Windsor Street Station, Montreal.
James Ogden, Room 1000, Windsor Street Station, Montreal.
T. Paish, Contract Foreman, C. P. R. Angus Shops, Montreal.
G. Peacock, Contract Foreman, C. P. R. Angus Shops, Montreal.
M. Potite, Asst. Foreman, C. P. R. Angus Shops, Montreal.
E. G. Powell, Contract Foreman, C. P. R. Angus Shops, Montreal.
A. Prevost, Contract Foreman, C. P. R. Angus Shops, Montreal.
J. L. Primeau, Foreman, C. P. R. Angus Shops, Montreal.
Earl Quinn, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Peter Quinn, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Louis Racicot, Asst. Foreman, C. P. R. Shops, Montreal.
B. G. Ransom, 302 Lagauchetierre Street West, Montreal.
Albert Richard, C. P. R. Angus Shops, Montreal.
F. Ronaldson, Master Mechanic, C. P. R., Toronto.
E. Round, Contract Foreman, C. P. R. Angus Shops, Montreal.
Joseph St. Denis, Contract Foreman, C. P. R. Angus Shops, Montreal.
Joseph St. Jean, Asst. Foreman, C. P. R. Angus Shops, Montreal.
John Scott, Contract Foreman, C. P. R. Angus Shops, Mont-
A. G. Seccombe, General Contract Foreman, C. P. R. Angus Shops, Montreal.

W. T. Smart, Asst. Foreman, C. P. R. Angus Shops, Montreal.
J. Smith, Contract Foreman, C. P. R. Angus Shops, Montreal.
Charles Talbot, C. P. R. Angus Shops, Montreal.
H. E. Taylor, Contract Foreman, C. P. R. Angus Shops, Montreal.
S .Taylor, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Sidney G. Taylor, Asst. Supetrvisor, C. P. R. Angus Shops, Montreal.
Joseph Tardiff, Foreman, C. P. R. Angus Shops, Montreal.
Theo. Traczuk, Inspector, C. P. R. Angus Shops, Montreal.
John Trudel, Asst. Foreman, C. P. R. Angus Shops, Montreal.
Harold Welham, C. P. R. Angus Shops, Montreal.
A. West, Contract Foreman, C. P. R. Angus Shops, Montreal.
John Williams, Contract Foreman, C. P. R. Angus Shops, Montreal.
F. Winchester, Contract Foreman, C. P. R. Angus Shops, Montreal.
Alfred Wolver, Genl. Car Foreman's Office, C. P. R. Angus Shops, Montreal.
W. H. Young, Contract Foreman, C. P. R. Angus Shops, Montreal.

Secretary:

I think that is a record. I shall be glad is any two members will do as good work as this. It will be my pleasure to read out that number at any meeting.

Chairman:

You have heard the names read by the Secretary. It is necessary that they have your approval.

Mr. Carroll:

I would move that these names be accepted as members of the Club.

Mr. Geo. Smart:

I take pleasure in seconding that motion, but would ask if Mr. Nix checked up his payrolls to see if he missed anyone.

Mr. Nix:

I do not know that I missed any, but if I did and you will let me know I will go after them.

Chairman:

You have heard the motion. Please signify your wishes in the usual manner.

Motion carried.

Chairman:

I may say that the Subject Committee have been busy during the holidays, and the paper to-night is by Mr. E. Eley, M. C. B. of the Canadian Pacific Railway. The next order is any unfinished business or new business.

Secretary:

In connection with new business, I might advise the members that I have received an acknowledgment from Mrs. Van Buren and family, who thank the Club for its expression of sympathy to them in their deep sorrow. I have also received a receipt from the "Red Cross" for the $85.00 we sent them from the proceeds of the Patriotic Smoking Concert, as well as receipts for $35.00 and $50.00 respectively from the Khaki League.

Chairman:

Is there anything in connection with the proceedings or discussions at the previous meeting which any members would like to bring up? If not we will proceed with the reading of the paper to-night, which is by Mr. E. Eley, of the Canadian Pacific Railway, on the subject of "Passenger Car Cleaning on the Canadian Pacific Railway." Mr. Eley is unable to be present to-night and has deputed Mr. A. Lachance, Travelling Car Foreman, to read the paper for him.

"PASSENGER CAR CLEANING ON THE CANADIAN PACIFIC RAILWAY."

By Mr. E. Eley, Master Car Builder, Eastern Lines, Canadian Pacific Railway.

Cleaning passenger equipment cars is one of the operations all railways have to expend large amounts of money for yearly, and clean cars is one of the things the travelling public appreciate. Those of us who travel know this from the remarks we hear from passengers. Very few of them, however, know what a vast amount of labor must be spent to keep them clean and in a sanitary condition.

In this paper I will endeavor to conduct them through a

train just arriving from a five days trip across the continent. We will start at the rear end and walk through, noting its condition. If it is in the dry season and ties have been put in the track recently, we have dust covering everything, and it has got into the plush seat covering, carpets and bedding. Besides this, there is the usual amount of paper, orange peel, bottles, etc.

Before we can start our cleaning we find some of the cars are due to be fumigated, which is done once a month; upper berths have to be opened, and blankets, pillows, berth curtains and mattresses spread out so that the fumes will penetrate every part of the equipment, locker doors and toilets must be opened and all windows and ventilators closed. For an ordinary fumigation one sheet is used, saturated with formaldehyde and hung up in the centre of the car, the car is then closed up, locked and left for at least one and one-half hours, after which it is opened and ventilated for the cleaners to go in. For a thorough fumigation, which is used in cases of actual infection, three sheets are used saturated with formaldehyde and hung up, one in each end, and one in the centre of the car, and car left closed at least three hours. After which it may be opened and ventilated.

From sleeping cars, carpets, bedding, seats and seat backs have to be removed from the car for cleaning and airing. To clean these, the following is the usual practice: Blankets and berth curtains are shaken, mattresses are beaten or blown with air, seats and backs are either blown with air or cleaned with vacuum. The carpet is first swept off and then blown with air. All this equipment is then laid on racks or trestles, until the interior of the car is cleaned thoroughly and made ready to receive it again.

The interior of the car is cleaned from the headlining to the floor. First we have to get rid of the dust, deck sashes are opened and dust wiped out with a disinfectant solution in the water, dust is gotten out from between and above the window sash by hammering with the hand, and window sticks covered with a cloth. When we have got down all the dust we can the floor is swept out. We start again at the headlining and wash it, including the deck sash down to the deck sash rail. All the woodwork below this has to be wiped down, and if necessary washed with Castile soap and warm water, and finally the floor and steam pipes are washed with a disinfectant solution in the water; this includes toilets under washstands and lockers. Now it is ready to receive the bedding, etc. When this is stowed away, seats and backs are replaced. The wood-

work is gone over and polished sometimes using a renovator; nickle and mirrors are all cleaned and polished, the carpet is laid, and the final finishing touches are given to the car. Passage ways and vestibule floors are scrubbed and a canvas strip laid down and left there until the train is ready to back into the station. This work takes about 35 hours, and with the exception of washing the headlining and polishing the woodwork where a renovator is used, is performed by two men and a woman, and costs about $15.50 per car.

This work is performed on observation, sleeping and tourist cars, once in seven days, or in the case of Transcontinental trains they are stripped at Montreal or Toronto and Vancouver, which is once in six days. On shorter runs the cleaning given this equipment between strippings is an ordinary cleaning, consisting of sweeping carpets, dusting and wiping woodwork, cleaning windows, mirrors, nickle, etc., and finally vacuum the cushions, backs and carpet, scrubbing floors in passage ways, and vestibules.

We will now take the day coaches. We do not remove seats or seat backs from them, windows are opened and the car is swept out, then dusted down, headlining washed if necessary, floor and steam pipes scrubbed with a disinfectant solution, and if necessary all, or part of the interior, washed down, windows, mirrors and nickle cleaned and polished, seats and backs in the first class are vacuumed and aisle strip blown with air, and laid, and the car is ready for service. If cars are cleaned in the morning and do not leave until night, they quite frequently have to be dusted again just prior to departure.

We now come to the baggage and express cars. The fish racks are lifted and pits swept out, and then rack and pits scrubbed with clean water without disinfectant, then pits and racks are sprinkled with lime and racks replaced. As necessity requires these cars are washed down from roof to floor. Being on the front end of trains they get very dirty from smoke from the locomotive. The reason we do not use disinfectant in the water for scrubbing baggage cars is, it would taint some of the commodities carried in them.

Mail cars are cleaned in the same way, except that the floors are scrubbed with disinfectant in the water. This completes the inside cleaning. The outside is cleaned by washing or wiping, according to weather conditions, but the best results are obtained by wiping when it is possible to do so. The windows are occasionally gone over with a little muriatic acid in water whenever necessary to cut the dirt or scum which

accumulates, and then washed with clear water vestibules and steps are wiped down and brass work polished. This is an ordinary cleaning which they get every time they are in the terminal, but even with this cleaning, in two or three months they get dirty, to such an extent that the numbers cannot be seen, then they are given a terminal cleaning which consists of scrubbing them with some approved cleaner and thoroughly washing it off, and the car looks as though it had only just come out of shops.

We have now gone over the work which has to be performed. Let us take a look at the people who perform it. They are composed of all nationalities, some of which do make pretty good car cleaners and others never will. This then is the element with which we have to get this work done, and you can readily see it requires closest supervision to get it done properly.

I once saw a woman who was on the terminal cleaning and using our standard cleaner put her brush into some fine sand and start to scrub some spots on the outside of the car to remove some excretia which had become dried on so hard that it was almost impossible to remove it without taking off the varnish. This woman was a foreigner and no doubt in her own home in the country she came from the practice was to use sand and water to scrub the floors. You can readily understand what it means to educate such people and make car cleaners of them.

To supervise work of this nature requires men of energy and patience, who like the people working under them, require special training, otherwise the class of cleaning deteriorates. Then it becomes necessary to make a crusade on better cleaning; and some of our foremen will tell you this occurs quite frequently. It has always been our desire to give our patrons clean and sanitary cars to travel in, and few of them realize the amount of labor which is expended on the equipment for their comfort.

Chairman:

The paper just read is very interesting and I am sure should bring forth a liberal discussion. While Mr. Lachance is not the author of the paper; he has come prepared to answer any reasonable question and will do his best to replace Mr. Eley, who could not be here to-night. The paper is now open for discussion.

Mr. Smart:

I am sorry the author of this paper is not here this evening. Mr. Eley has had considerable experience in car cleaning. He has charge of the largest car cleaning plant in Canada, and if here, would I am sure, be able an answer any question in regard to the subject.

A foreman in charge of a cleaning plant is subject to criticism, both by the public and by the officials of the railway at the larger terminals like Montreal, and this especially applies to sleeping, dining and parlor cars. A very severe inspection is made by inspectors going through and look into all parts of the car to see that cars are properly cleaned. I do not know what system is in effect now, but I do know that your cleaning yard requires a man of experience to be in charge of this class of work. In the old type of cars there was considerable trouble with the cleaning ,due to pipes down too close to floor of car and too many curtains, moulding and carving, etc. On the modern cars this has been eliminated, as the style of finish is such that everything is smooth and the pipes are raised sufficiently off the floor to clean out below. The Canadian Railway War Board have issued instructions to eliminate the aisle strips in first class passenger coaches. Personally, I think this is a good move, the aisle strip is just a germ catcher and a useless expense, and after cleaning at the terminal, it is only a short time until the aisle strip is just as dirty. In sleeping cars it is not the proper thing to have as the passengers often trip over the edges of the aisle strip. Aisle strips on the Canadian Government Railways, in sleeping cars, were eliminated over two years ago, and in coaches about a year ago.

The old style pillow box in the sleeping car was a great dust and dirt catcher, but to-day they are manufactured with open mesh wire which has eliminated this trouble.

The paper mentions that it requires 35 hours to clean a sleeping car. I do not suppose the author means that the car will lay at the terminal for this time, but that it refers to hours for one man. It is also stated that fumigation is done by sheets saturated by formaldahyde. It is the practice on the Canadian Government Railways to use formaldahyde and permanganate of potash. This is a special preparation which vaporizes. I do not know if there is anything in the favor of one over the other. The system followed on the Canadian Government Railways in cases where a passenger has had an infectious disease, is to fumigate the car thoroughly before it is cleaned.

I would like to ask Mr. Lachance if the Canadian Pacific

are considering the baking of their bedding. I know that the military authorities at Halifax have a practice of putting their bedding into ovens. I do not know what temperature is used, although I understand it is very high. They claim that is the best method of disinfecting bedding, and that ordinary disinfecting is not severe enough. Mr. Tilt is here to-night. He has had something to do with disinfecting on the Canadian Pacific. It is a matter which should be gone into very thoroughly, especially where we carry a large number of passengers and use the bedding, excepting the sheets, night after night, as in the case of transcontinental trains, and on these trains I do not believe that disinfection once a month is sufficient. It should be done once each trip. Another point to be considered is disinfecting of day coaches on trains running to points having sanitorium for T. B. cases. I will have something further to say later on, but am making these remarks to start discussion.

Chairman:

Is Mr. Tilt here?

Mr. Tilt:

It is very good of Mr. Smart to mention my name. I fear I have dropped behind in the game. There was a time when I was exceedingly interested in the disinfection of cars, and I am interested to-day. As to the present standards of practice, it occurred to me that the practice of baking the bedding mentioned by Mr. Smart was not to kill the germs alone but had another object, but with reference to the temperature, or the time taken, or the system followed, I am unable to give you any information. With respect to the efficacy of formaldehyde, I do not think there is any question about that. I am sorry I cannot add some information to the discussion, but I have not followed this matter up closely during the past few years, butit would seem that the results obtained by investigations made during the war could be adapted to car cleaning. I might say that I am exceedingly glad to be back here and to listen to papers of the Canadian Railway Club. I have been receiving the papers during my absence and appreciate the kindness of the Secretary in sending them to me.

Chairman:

Mr. Lachance will you reply to Mr. Smart's question now?

Mr. Lachance:

I might as well reply to Mr. Smart's question now. In the C. P. R. we have never considered this question of baking of the bedding or the mattresses.

Chairman:

Does that answer your question, Mr. Smart?

Mr. Smart:

Yes, sir.

Mr. J. M. S. Carroll:

While I have not the privilege of being a railroad man, at the same time I did have the pleasure of engaging in railroad work some years ago, and as one who uses the railroads a good deal I want to say that it has always been an agreeable surprise to me to notice how really clean the railroads, in general, keep their equipment.

In making my western trip, which I do once a year, I usually go over the C. P. R., and irrespective of where the route may be, whether it is the northern lines from Calgary to Edmonton or on the main line from Vancouver, it is the same kind of service, which certainly is a credit to the brains and energy of the men who are behind this system of car cleaning. The only criticism I could offer, would be to better somewhat Mr. Smart's statement, that it was necessary to fumigate oftener than once a month. Most of us men who travel have tough constitutions and do not suffer very much, and before the western sections went dry, we could obtain the "facilities" to kill the germs, but now that the western sections are dry and Quebec is on the way, I think the railroads will have to fumigate more frequently. (Laughter.)

I have nothing further to add, except to compliment the men who are behind the cleaning system, because anyone knows who has travelled on a railroad the immense amount of dirt that accumulates on a single trip, and when you start out on a long western trip it is a great pleasure to find that the cars are really clean, and I again want to compliment the railroad men on their efficiency in that respect.

Chairman:

I am sure the railroad men will appreciate what Mr. Carroll has said. It is not often that the Car Departments or railroads receive compliments of this kind. Mr. Nix, have you anything to say?

Mr. Nox:

For me to attempt to discuss this paper would be really trying to find fault with my own company. This is a C. P. R. paper. Mr. Eley has covered the ground pretty thoroughly and there is little else to me said. There is one question, however, that I would like to ask Mr. Lachance and that is, what has been his experience with the various kinds of car cleaners for interior cleaning and also what is the best cleaner for exterior work? I have used almost every kind of cleaner on the market. Some give good results and some did not. There are exterior cleaners which are an emulsion and there are also acid cleaners. Another thing I should like to ask Mr. Lachance is whether they have any regular schedule for exterior cleaning. Would the car be cut out of the train and held over for general cleaning, both interior and exterior? Do they wait for a car to get dirty or do they clean it periodically?

Mr. Lachance:

On the C. P. R. during the past three or four years we have had a good deal of experience with outside cleaners. We used to use oxalic acid but that was condemned as being hard on the varnish. Since then we have been using manufacturers' cleaners. We had some of these analyzed and oxalic acid was found to be the basic ingredients. From the experience I have had with outside cleaners, I think oxalic acid was the cheapest and the most efficient cleaner.

Mr. Nix:

I did not mean that any names of manufacturers should be mentioned, but merely wanted to find the difference in merits between the emulsion and acid cleaners.

Mr. Lachance:

So far as terminal outside cleaning is concerned we have no regular period of cleaning. We have had cars run from four to five months. We clean them when they begin to get dirty.

Mr. Nix:

The Frisco Lines have a system for taking care of the cleaning of cars. This system required cleaning at specified intervals, and it did not matter where the car was cleaned. A car would be cleaned to-day at Kansas City and the next time the terminal cleaning would be done in Oklahoma. There was a record kept of the cleaning. Each car carries its own

record, which was posted up in the cars, and it was the duty of the foreman to inspect these cars, and if the car came into his terminal and cleaning was due he would hold it out and have it cleaned and send in his report to headquarters, and when reports did not come in regularly the matter was followed up.

Chairman:

That would be at a main terminal where the foreman could replace the car he took out of service?

Mr. Nix:

Yes.

Mr. Smart:

Mr. Nix asked a question about periodical cleaning of passenger equipment. The interior of sleeping cars is stripped and cleaned at regular periods, depending on what run the cars are in. If they are in transcontinental trains they have to be stripped every trip and given a heavy cleaning. The system on the Canadian Government Railways is similar to the C. P. R.—in fact, all railways follow about the same plan in stripping and interior cleaning. They have a card system kept in boxes inside the locker. It used to be kept under the wash basins.

With regard to outside cleaning: Oxalic acid is the best cleaner for outside work and it will not hurt your varnish. You can take a panel, varnish it and put it in oxalic acid and it will not destroy it. It is the best of all car cleaners on the market. We used to get it for eight cents a pound. Three pounds will clean a car diluted with two gallons of warm water. The acid only destroys the dirt on the car. Do not let any patent cleaner man tell you it will hurt the varnish, because it will not. We used it on the Canadian Government Railways, but cannot get it regularly now during war time.

Mr. Nix:

May I ask what proportion of water you use with it?

Mr. Smart:

Three pounds of oxalic acid to two gallons of warm water. This makes a two-gallon pail of the solution.

Chairman:

Mr. Smart has given us a good explanation of how they

clean cars on his road. I would like to hear from some of the Grand Trunk men, if any are here. Mr. Hunter, have you anything to say?

Mr. Hunter:

I am not prepared to say very much about car cleaning. My work on the railway was about the dirtiest of all—it was underneath the car. Mr. Smart's statement about the baking of bedding put me in mind of a story: The story gives a picture of an Irish soldier sitting in his dugout with his blanket spread out on his knees, while he held a small insect and blew smoke on it, saying: "There now, I caught you without your gas mask."

Chairman:

There is one thing that I want to make plain to the members, and that is that it is the wish of the Executive Committee, and it was the wish of our late President, that there should be a free and hearty discussion of these papers. We want the young fellows to rise in their places and take part and let us know their opinions. I would like to hear some of our younger members in this discussion. We are always looking for something new and some of our younger members may have something that would be of benefit to hear.

Mr. Macnab:

I would like to ask Mr. Smart or some of the other railway men present what their experience has been with the vacuum cleaners that are used as compared with vacuum systems—in other words, do you recommend using the small cleaning outfits or would you use the large vacuum system with a central pump driven by electric motor or other power. At Glen Yards we have put in a system and there are some reasons in favor of it, also some against it. One objection to the small outfit which can be taken around the yard and operated by electric power is that the ice and snow make it difficult to transfer the outfit from point to point during the winter season, but on the other hand if the central vacuum plant goes out of business all cleaning by vacuum is stopped. There is also the question of the dirt and dust blocking the pipes on the way back to the receivers. I would like to ask if any of the roads have had any experience in this particular line. Some of them will no doubt be extending their yards or building new yards, and the merits of each vacuum system would be of advantage to discuss. Another point I would draw

attention to is that the men who do the cleaning at night use the light continuously while the cars are being cleaned. I have had occasion to make considerable complaints in our own yards about the time it takes to clean cars at night. If you put one man in each car it results in the lights being turned on in those cars from four to six hours, whereas if the car cleaners were grouped the cars would be cleaned in half the time and that amount of light would be saved. The members present who represent the Car Department will know what this lighting of passenger cars means. It is a pretty difficult proposition, and anything that can be done to improve the conditions would be well worth considering.

Chairman:

Mr. Smart, can you tell us what you are doing in this respect?

Mr. Smart:

The type of machine depends upon the class of yard. If you have a large yard, cleaning from 50 to 150 cars per day, you require I consider a permanent installation, with vacuum machines installed and air power plant, under the supervision of your engineer. In regard to the question of moisture in the piping: If you attend to the leaks promptly you wont get moisture in your piping. We are installing in our terminal yards at Halifax a vacuum plant with a four-inch main and provided with 8 nozzles, so that we can clean eight cars at a time. The individual vacuum plant, with the portable machine electrically operated would be satisfactory for the cleaning of 10 or 12 cars per day.

With regard to the use of electric light: This is a matter of supervision. If your cleaners are so arranged that you do not clean one car completely at a time you are going to have waste of light, but if you specialize and assign certain cleaners to do certain work you can get through in a couple of hours. That is a matter of supervision. It is not necessary to have electric lights turned on all night.

Chairman:

Does that answer your question, Mr. McNab?

Mr. McNab:

Yes, sir. I might say that the Michigan Central at Detroit do not have many cars to clean, but both they and the Pull-

man Company use the portable outfits, which are operated by motors. I think the New Haven do the same.

Mr. Nix:

The vacuum cleaning system is universal, and is used practically all over the continent. It is used in Chicago terminals and it is used at New Orleans. I think the method of the Pullman Company can be taken as a criterion in car cleaning and they use the small portable outfits electrically driven, and I think they use them exclusively. They hitch it to a drop light, having stations at different points in the yard. I have used this myself and got satisfactory results from it.

Chairman:

Have any other members anything else to say? If not, I will ask Mr. Lachance to reply.

Mr. Lachance:

I do not know that I can say anything more. Mr. Nix asked a question about keeping cars outside terminals cleaned. I do not know of any records kept but those showing number of cars cleaned per month.

Chairman:

I did not think that Mr. Smart was going to give away the place where they kept those cards.

Mr. Smart:

The records are kept in the boxes at the terminals. If you do not keep a record how are you going to know when the car was last cleaned?

Mr. Lachance:

I agree with you—still we do not keep car cleaning records.

Chairman:

If there is no further discussion I will ask some member to move a vote of thanks to Mr. Lachance.

Mr. Hunter:

I take pleasure in moving a vote of thanks to Mr. Eley and to Mr. Lachance for the very interesting paper this evening.

Mr. Smart:

I second that.

Chairman:

You have heard the motion. Those in favor will please signify in the usual manner. (Carried.) Mr. Lachance, I take pleasure in extending to you and Mr. Eley the thanks of this Club for the paper given this evening.

If there is nothing more before the Club to-night we will adjourn. The Secretary reminds me that there are sandwiches and coffee in the room at the rear, and you are all invited to remain and enjoy the social side of the Club. I thank you for the attendance here to-night, which is good considering that a large number of our members are enjoying the holiday season, and hope that the next meeting will be up to the usual standard. We will now adjourn.

Mr. C. W. VAN BUREN

DIED

August 25th, 1918

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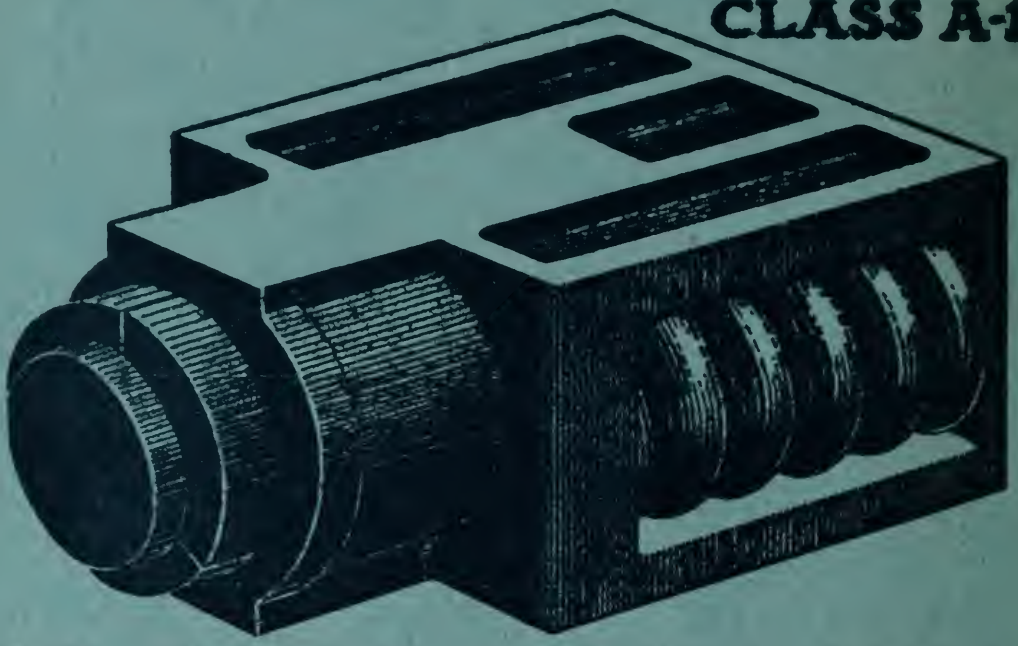

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